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The Honorable Joe Barton
U.S. House of Representatives
1514 Longworth House Office Building
Washington, D.C. 20515-4306

Dear Congressman Barton:

Thank you for your letter of August 23, 1994, concerning the Commission's Notice of Proposed Rule Making (Notice) in PR Docket No. 93-61, to develop regulations for Automatic Vehicle Monitoring (AVM) systems operating in the 902-928 MHz band. You express interest on the direct effect this proceeding may have on the way many use our nation's streets and highways. You urge us to adopt permanent rules that encourage continued advancement of technologies that solve the problems of today's mobile society. The Commission shares your concerns and I can assure you that we will certainly consider the impact this proceeding may have on the future development of the nation's Intelligent Vehicle Highway Systems and on the deployment of electronic toll and traffic management systems in particular.

AVM systems are used, among other things, for locating and tracking fleets of vehicles, locating stolen vehicles, alerting authorities to emergencies, electronic toll collection, and freight tracking. Currently, AVM systems are licensed in the 904-912 and 918-926 MHz sub-bands. In PR Docket No. 93-61 the FCC proposed to replace the existing interim rules to enhance the use of the band and create a more stable regulatory environment for operation of AVM systems. See Notice of Proposed Rule Making, PR Docket No. 93-61, 8 FCC Rcd 2502 (1993). The FCC proposed that AVM systems be licensed throughout the entire 902-928 MHz band and that they be permitted to locate persons as well as vehicles. We also recognize the difficulty various AVM systems may have in sharing this band. The Commission, therefore, requested comment on whether it is feasible for the different types of AVM systems to share the 902-928 MHz band or whether some degree of channel exclusivity should be granted to certain systems.

In the Notice in PR Docket No. 93-61 the FCC has proposed certain changes to rules pertaining to AVM systems operating in the 902-928 MHz band. Today's AVM systems are the progenitors of tomorrow's Intelligent Vehicle Highway Systems (IVHS). Current uses for AVM systems include locating and tracking fleets of vehicles, locating stolen vehicles, alerting authorities to emergencies, automated toll collection, and freight tracking.
By achieving smoother traffic flow and fewer vehicle miles, AVM and IVHS technologies can help to reduce air pollution caused by automobiles by up to 15 percent. This is significant because our transportation system is responsible for 43 percent of the nitrogen oxides, nearly a third of the hydrocarbons, and two-thirds of the carbon monoxide emitted into the air. Additionally, AVM and IVHS can cut wasteful fuel consumption, an estimated two billion gallons in 1991, by as much as ten percent. These technologies will also improve automobile

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safety and reduce traffic congestion. Today, traffic accidents cost roughly $140 billion annually in lost wages and other direct costs. Traffic congestion costs the U.S. nearly $100 billion yearly in lost productivity.

In addition to AVM systems, the 902-928 MHz band is shared by other user groups. In order to manage the shared use of this spectrum effectively, priorities for access to this band have been established among these groups. Users with lower priority must accept interference from, and may not cause interference to, users that have a higher priority. The 902-928 MHz band is primarily allocated for use by the Federal Government for Radiolocation, and Fixed and Mobile services, but the Federal Government must accept interference from Industrial, Scientific and Medical (ISM) devices. Following both the Federal Government and ISM devices on the priority scale are Automatic Vehicle Monitoring (AVM) systems. Next are Amateur radio operators and finally, the Part 15 devices (e.g., cordless telephones, wireless local area networks, wireless inventory systems, etc.) that are eligible to operate in this band.

As you can see, the number and diversity of users of the 902-928 MHz band make this an especially complex proceeding. We realize that it is also a proceeding that will have a far-reaching effect on the development of Intelligent Vehicle Highway Systems and our nation's transportation infrastructure in general. In this regard the Commission shares your concern that any regulatory scheme for the AVM services provide for multiple and diverse systems and technologies. The Commission's policy toward the mobile services has always been to ensure that a broad array of service offerings are available to the public and that the latest advanced radio technologies can be fully developed. While I do not want to prejudice the Commission's decision in this proceeding, I can assure you that we shall carefully consider the concerns raised in your letter in our deliberations.

I thank you again for your interest in this matter, and hope that you will continue to share your thoughts and suggestions with me on this or any other matter of concern to you.

Sincerely yours,

Reed E. Hundt
Chairman

Congress of the United States

House of Representatives

Washington, D.C. 20515

August 23, 1994

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The Honorable Reed E. Hundt
Chairman
Federal Communication Commission
1919 M Street, N.W. Room 814
Washington, D, C, 20554

Dear Mr. Chairman:

You and your colleagues will soon be considering a decision in PR Docket No. 93-61 dealing with Automatic Vehicle Monitoring (AVM). The choices you make will have a direct effect on the way many use our nation's streets and highways. To that end, we strongly urge you to work for a decision that continues the policy of sharing the 902-928 MHz band among a variety of services and among the various types of AVM to the extent possible given the diversity of systems and technologies. Permanent rules should encourage continued advancement of technologies that solve the problems of today's mobile society.

You have the opportunity to reach decisions in this matter that support the development of new technologies that will use computing and communications to leverage the considerable investment that government at all levels has made in our transportation infrastructure. The local-area AVM systems are already making it easier for hundreds of thousands of commuters in Texas and in neighboring states to use toll roads. Rail cars move more efficiently throughout America because the same technology is being used by North America's railroads. The wide-area systems are ushering in a new era of improved safety and efficiency in the operation of both fleets and individual automobiles. Wide-area systems that are already in use today in Texas and elsewhere around the country by thousands of consumers, hundreds of businesses, and dozens of government agencies increase productivity, reduce fuel consumption and pollution, and provide security and safety to people and property. Public safety and transit are able to ascertain instantaneously the location of their vehicles and thereby deploy personnel and equipment more expeditiously. Motorists in peril are able to signal for assistance and have their precise location relayed to the appropriate source of aid. In the future, commuters will use such systems to determine the best routes to and from their jobs. These are the sorts of technologies that the Commission policies should continue to encourage within this band.

Sincerely,

Jack Fields
JACK FIELDS, M.C.

Ralph M. Hall
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